# *Daily Diary Report by Bid Item*

**Contract No.:** **04-0120F4**

**Diary #:** **796** **Const Calendar Day:** 274 **Date:** **05-Mar-2013** **Tuesday**
**Inspector Name:** **Bruce, Matt** **Title:** **Transportation Engineer**
**Inspection Type:** Intermittent
**Shift Hours:** 07:00 am 05:30 pm **Break:** 00:30 **Over Time:** 02:00
**Federal ID:**
**Location:**
**Reviewer:** **Schmitt, Alex** **Approved Date:** **Status:** Submit

**04-0120F4**
**04-SF-80-13.2/13.9**
**Self-Anchored**
**Suspension Bridge**

**Weather**

**Temperature** **7 AM** 50 - 60 **12 PM** 50 - 60 **4PM** 50 - 60
**Precipitation** 0.00" **Condition** Partly cloudy w/high afternoon winds

Working Day ☐ If no, explain:

**Diary:** Dispute ☐

**Work description.**

- Surveyed the suspender rope angle from the cable band to the OBG bracket at panel point 100S with the assistance of Roman Granados. An arbitrary or assumed coordinates for a baseline from a point on the bikepath to EPP94N punchmark were used. Reflectorless shots on the suspender ropes were taken and a rod/prism were used for center of the suspender bracket. The ambient temperature measured at the time of the survey was 48F under partly cloudy skies. Barometric pressure was 30.07"Hg and the observed wind speed/direction during the survey was from the south at 8mph. Steel temperature was not taken for this survey.

Began to process the survey data and confirmed the measurement that Roman and I took yesterday using a different method. Using the two centerline points of the suspender bracket as a baseline the offset distance out of plumb at panel point 100S was measured 69mm West. Also worked on creating a picture displaying the suspender rope offset to simplify explaining the issue mentioned above.

- Began to prepare/preplan surveying the T1 tower head parapet elevation and the axial compression of the tower due to load transfer per the request of Stanley Ku and Mohammed Awal. Myself and Sami Daouk investigated the feasibility of using a steel tape from the base of the tower to the top. Also the previous punchmarks on the tower saddle of K, L, M, & N were all found and accessible to survey. Therefore the T1 tower can be surveyed to find the axial compression of this member due to load transfer. Also I talked with ABF survey party chief Dave Adams regarding previous elevation/marks of the tower done before tower pullback and load transfer, see photo below for more details.

**Attachment**

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**Job Name:** 04-0120F4 **Inspector Name** Bruce, Matt **Diary #:** 796 **Date:** 05-Mar-2013 Tuesday

ABF ironworkers installing suspender rope seperators on the North Mainspan.

ABF ironworker shooting a Nelson stud on the E-Line Skyway Hinge A seismic joint seat.

Blockout concrete finally placed on the South end of the W2 cap beam for transverse tendons CBT-1 to 15

Found survey points M and N on the tower saddle casting inside of the tower head.

Survey mark placed by ABF surveyors to measure the T1 tower elevation on the northwest side of the tower.

Standing on top of the South T1 tower head looking back to existing E1 and control point TWL270 for reciprical levels between the two locations.